INDUSTRIAL RAILWAY SOCIETY

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RoD Baldwin Locomotives

IRS

Editorial

With the centenary of the start of World War One, the recent Industrial Railway Society Annual General Meeting 'War Department Light Railways' special mixed train and various other celebrations of the Allied narrow gauge military railways; this history of the standard gauge military locomotives supplied to the War Department's Railway Operating Division from its major supplier - the Baldwin Locomotive Works of the United States of America is a timely contribution to our knowledge of this subject.

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COVER PHOTOGRAPH:

MF 62 (BLW 44883/1917) rebuilt to side tank by Société Anonyme des Charbonnages de Monceau-Fontaine, Belgium; seen in the former SNCB locomotive shed at Haine-Saint-Pierre, Belgium; where it has been stored since before 8/1984 on behalf of Chemin de Fer à Vapeur des Trois Vallées; Bob Darvill photograph.

Baldwin Standard Gauge Shunters for the R.O.D.
A Further Contribution
Keith Clingan

Introduction

This subject has been of interest to readers of the RECORD for a long time and an analysis of references in its columns has revealed at least fourteen entries in all, ranging from short contributions of a few words to articles of up to six pages. The first reference, a passing mention of a Baldwin 0-4-0 saddle tank, appeared in the combined issue IRR 3/4 (December 1963) on page 74. More lengthy contributions appeared in recent times, notably in IRR 164, pages 477 - 482; IRR 166, pages 26 - 30 and IRR 171, pages 261 - 263. Even so, quite a lot of information available from a number of sources, including the Society's records, was not used; as a consequence of which, so far as I am aware, no attempt has up to now been made to bring together all the available data. This study is such an attempt although as it progresses it will become clear that a lot of historical information remains to be discovered.

In the first few weeks of the First World War the German army occupied the Douai - Lens - Lille - Valenciennes area of Northern France which contained a large part of the country's mining, steelmaking and heavy metal industries including the locomotive manufacturers Cail, Fives-Lille, Blanc Misseron and Franco-Belge. Consequently, there was a shortage of railway equipment available to Britain and its Allies to assist their efforts to push the German army back; made worse, no doubt, as the Germans retreated, by their taking usable equipment with them and damaging beyond use that which could not be moved, but which could be of assistance to the Allies.

In order to fill this gap, locomotives were ordered from the United States for use by the Railway Operating Division of the War Department. There was a substantial contribution from the American Locomotive Co., with smaller contributions from other firms, but by far the largest number of deliveries came from the Baldwin Locomotive Co., Philadelphia.

To keep coverage within reasonable bounds I am confining these notes to standard gauge shunting locomotives built by Baldwins and excluding references to what may be regarded as "main-line" classes (e.g. the Pershing 2-8-0's); also omitted are narrow gauge types, other material and the products of other American firms.

Following the example set by the article by Tony Lambert and Trevor Lodge in IRR 164 mention will be made of three standard gauge classes only: 0-4-0 saddle tanks; 0-6-0 pannier or side tanks; and 2-6-2 saddle tanks. Along with others these classes were the subject of a detailed correspondence between myself and the late Harry Goldsmith during the 1950's and early 1960's. He sent a lot of information which he had extracted from official Baldwin records and I am most gratefully indebted to him for much of the contents of this study. Early on he pointed out to me in one of his letters, and I quote:

'Baldwin's had their own locomotive classification and it is particularly useful in the identification of locomotives that have lost their works plates or have exchanged them through the process of "cannibalisation". The Baldwin Locomotive Classification provides the following information:

(1) A figure giving the number of wheels under the engine.

(2) A figure giving the diameter of the cylinders in inches. This is arrived at by adding six to the figure given and dividing by two. If the engine is a compound there are two figures.

(3) A letter giving the total number of coupled axles. A is reserved for rack engines, B single drivers, C for four-coupled, D for six-coupled, E for eight-coupled, etc.

(4) If the engine has leading and trailing axles, the fraction ¼ follows. Trailing axle only indicated by 1/3. No indication is necessary if there is a leading axle only as (1) and (3) show this clearly.
(5) A final figure giving the number of the engine in its particular class.
The classification number of locomotives fitted with Walschaert's valve gear is found on the curved guide which takes the slide for the reverse of the gear, on the bottom. On locomotives fitted with any other valve gear all the motion should be examined, also the regulator. The following are examples of the classification:
(a) 12-34/50.1/4.E.113. A 2-8-2 compound, with high pressure cylinders 20" in diameter and low pressure 28". the 113th locomotive of its class.
(b) 10-39.D.4. A 4-6-0, cylinders 22½" in diameter, the fourth of the class.'

Mention should perhaps be made at this juncture of the French locomotive dealers Brunner & Marchand and Couthon. The former were always helpful when written enquiries were made about locomotives which had passed through their hands and invariably sent replies, resulting in much being known about members of the three classes which they handled. Couthon, on the other hand, never answered letters and it is not known how many Baldwin locomotives they purchased and sold. Brunner & Marchand would allow visitors to examine their records (now unfortunately destroyed) but it is not known what records Couthon kept and what happened to them.

The histories of the comparatively few members of two of the classes which entered industrial service in Britain after the end of the war are well recorded for the most part (no 2-6-2ST is known to have served on this side of the Channel). Unfortunately the same cannot be said of those entering industrial service in Belgium and France - a lot of what is known is due to the pioneering visits by Society members in the 1950's, notably John Blyth, John Morley and Noel Needle. One thing which is clear is that although members of all three classes entered main line service in Belgium none did so in France.

0-4-0 Saddle Tanks
Chronologically this class came first. In IRR 166 full details and dimensions supplied by Philip Hindley appeared on pages 28 and 29 whilst details from Baldwin specification cards were given by Peter Witts on page 27 based on information supplied to him by Chris Walker. Consequent on his own researches Harry Goldsmith gave the following information about works numbers, despatch dates and Baldwin classification numbers:-

ROD No's	Works Numbers	Delivery Date	Baldwin Classification No's
1 - 10	43111 - 43120	3/1916	4-22C-192 to 201
11 - 20	43199 - 43208	4/1916	4-22C-202 to 211
21 - 28	44878 - 44885	1/1917	4-22C-217 to 224
29 - 30	44922 - 44923	1/1917	4-22C-225 to 226
31 - 34	44932 - 44935	1/1917	4-22C-227 to 230
35 - 38	45049 - 45052	2/1917	4-22C-231 to 234
39 - 46	45060 - 45067	2/1917	4-22C-235 to 242
47 - 51	45089 - 45093	2/1917	4-22C-243 to 247
52 - 56	45125 - 45129	2/1917	4-22C-248 to 252
57 - 63	45280 - 45286	3/1917	4-22C-253 to 259
64 - 70	45334 - 45340	3/1917	4-22C-260 to 266

He added that they were renumbered ROD 20 - 89 in France, on arrival or soon after. He sent me a copy of an official Baldwin photograph of works number 45282 bearing the number plate WD 59 which was reproduced in IRR 151, page 439.
Very little is known about the locations of members of the class during the First World War except that ROD 24 was in service in April 1918 at Audruicq, Pas de Calais, France where there was a Royal Engineers depot (IRR 164, page 478) and that in the same year ROD 86 was in service in the Dunkerque area (IRR 164, page 479).
The post-war history of some is well known, of some others there is incomplete information and of yet others nothing at all. One possibility about the last group is that some did not survive the war having been damaged beyond repair by artillery bombardment, accident or other act of war also perhaps cannibalisation to keep others in service. Before proceeding to known details about each member of the class some general remarks need to be made. For instance where an entry contains the phrase “by 11/1920 (HG)”, or some other date, this indicates that Harry Goldsmith discovered from the Baldwin records that an enquiry about spares had been received from the firm concerned during the month given, presumably indicating that the locomotive had been recently acquired or its purchase was contemplated. The 0-4-0 saddle tanks seem to have been popular with French and Belgian industrial firms and several acquired more than one. Local modifications, especially to the boiler mountings, were frequent. The warning bells were soon removed from their place between the front sand box and the dome, although in one instance the bracket remained in position. Much more drastically the four members of the class acquired by the Compagnie des Forges et Ateliers de la Marine et d’Homécourt, Homécourt works, Meurthe et Moselle, France (NEF38) were rebuilt at unknown dates as fireless locomotives.

Baldwin 43111/1916 at Société Le Tarstinkal, Carrières du Griset, near Marquise, Pas de Calais, their No.3; 12/10/1964 [Jim Peden photograph, IRS copyright]

Known histories of members of the class follow:

Baldwin 43111, 3/1916 (ROD 20). Acquired by Couthon, their number 805, at an unknown date. By 1932 sold or hired to Société des Raffineries et Sucreries Say, Abbeville, Somme. Returned to Couthon by 10/1935 as it was sold that month to Société Le Tarstinkal, Carrières du Griset, near Marquise, Pas de Calais, No.3. Reported as out of use by 4/1966 and believed scrapped shortly afterwards.
Baldwin 43115, 3/1916 (ROD 24). By 11/1920 (HG) with Redbourne Hill Iron & Coal Co. Ltd., Lincolnshire, No.17, which became Richard Thomas & Baldwins. Scrapped /1936.

Baldwin 43116, 3/1916 (ROD 25). To Etat Belge by 2/1920 (HG). Nothing else known.

Baldwin 43117, 3/1916 (ROD 26). To Etat Belge by 2/1920 (HG). Nothing else known.

Baldwin 43119, 3/1916 (ROD 28). Circa 1934-1936 was in service with Société Louvroil Montbard Aulnoye, Aulnoye, Nord, France which later became Société Anonyme Vallourec. Carried the running number 737. Scrapped or sold at an unknown date.

Baldwin 43120, 3/1916 (ROD 29). To F.N.Pickett & Son by 2/1921 (HG) (see IRR 151, page 440). Became Etat Belge 4769? and sold in the 1920's to Focquet, who hired it to 'De Westroos' over the period 1928 to 1930. To Chemin de Fer Industriel du Port de Vilvoorde, Haren, Belgium, named HAREN, at a date unknown. Bore Brabant registration number 1834. Sold to Etablissements Francki, (dealers?), Haren /1936 and sent for contract work in Egypt. Became WD (Middle East) 36 HAREN; later WD 244, used as shops shunter by 169 Railway Workshops Company, RE. Renumbered WD 70244, /1944 and moved to Melbourne depot, Great Britain in 2/1948. Sold to T.W.Ward, Sheffield and cut up for scrap 4/1949. (See IRR 147, page 261).

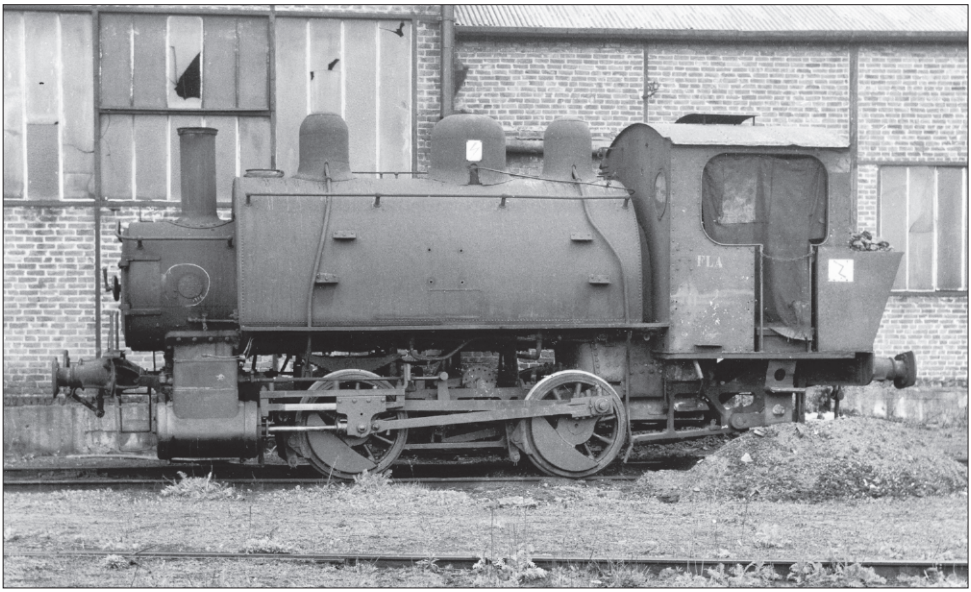
Baldwin 43199, 4/1916 (ROD 30). To Etat Belge (HG). Sold to Focquet, /1928-30. Later to Sucrerie de Donstiennes (Beaumont). Scrapped or sold at an unknown date.

Baldwin 43200, 4/1916 (ROD 31). Was in service after World War 2 with Electricité de France [EDF] - Groupe de Production Thermique Valenciennes, Maubeuge Power Station, Sous-le-Bois, Nord, France. Sold 9/1958 to Société Anonyme des Forges de Leval-Aulnoye, Leval-sur-Sambre, Nord, their number 11. Scrapped or sold some time after 4/1966.
Note: Paul Spencer gives this locomotive at Produits Thermiques de Valenciennes, presumably the predecessor, pre-nationalisation, of EDF.

Baldwin 43201, 4/1916 (ROD 32). Acquired by Clee Hill Quarry Co., Clee Hill Quarries, Shropshire at an unknown date. Replaced by a steam crane and scrapped circa 1939.

Baldwin 43202, 4/1916 (ROD 33). To Llanelly Harbour Trust, Llanelly, Caernarvonshire, by 7/1922 (HG). Running number 1. Scrapped 1930.

Baldwin 43203, 4/1916 (ROD 34). To Etat Belge (HG). Sold from Ath depot in 1923 to Sucrerie Beloeil et Ligne. Acquired c./1930-31 by Focquet. Sold to Charbonnages de la Louvière et Soes, Longchamps, Belgium, No.2, later No.3, c./1938.



Baldwin 43200/1916 at Société Anonyme des Forges de Leval-Aulnoye, Leval-sur-Sambre, Nord, their number 11,16/4/1966 [Jim Peden photograph, copyright IRS]

Baldwin 43205, 4/1916 (ROD 36). Acquired by Focquet (date unknown) and sold to Société Anonyme des Papeteries de Belgique, Duffel, Belgium. Still there on 9th July 1955 and subsequently scrapped or sold.

Baldwin 43206, 4/1916 (ROD 37). To F.N.Pickett & Son, France, by 2/1921 (HG). This locomotive should be added to those listed in IRR 151, page 440. It came into the possession of Electricité de France [EDF], Usine de Gennevilliers, Seine (now Hauts de Seine), France (CF46) at an unknown date. Withdrawn from service in 1953 and subsequently scrapped or sold.

Baldwin 43207, 4/1916 (ROD 38). Purchased at Pierrebrouck, France by Brunner et Marchand, 12/1923, their number Lv131, and sold 6/1927 to Société des Mines de la Loire, Saint Etienne, Loire (SEF55) their number 4 BALDWIN. On nationalisation of the mines, 1/1/1945, became Houillères du Bassin de la Loire, Groupe Saint Etienne - Couriot (SEF53). Scrapped at some time between 9/1954 and 9/1958.

Baldwin 43208, 4/1916 (ROD 39). To Etat Belge (HG). Sold from Cuesmes works to Focquet /1928. With Ateliers de Construction Electrique Charleroi [ACEC] (on hire?). Sold at an unknown date to Charbonnages de Monceau-Fontaine as MF 61. Scrapped or sold at an unknown date.

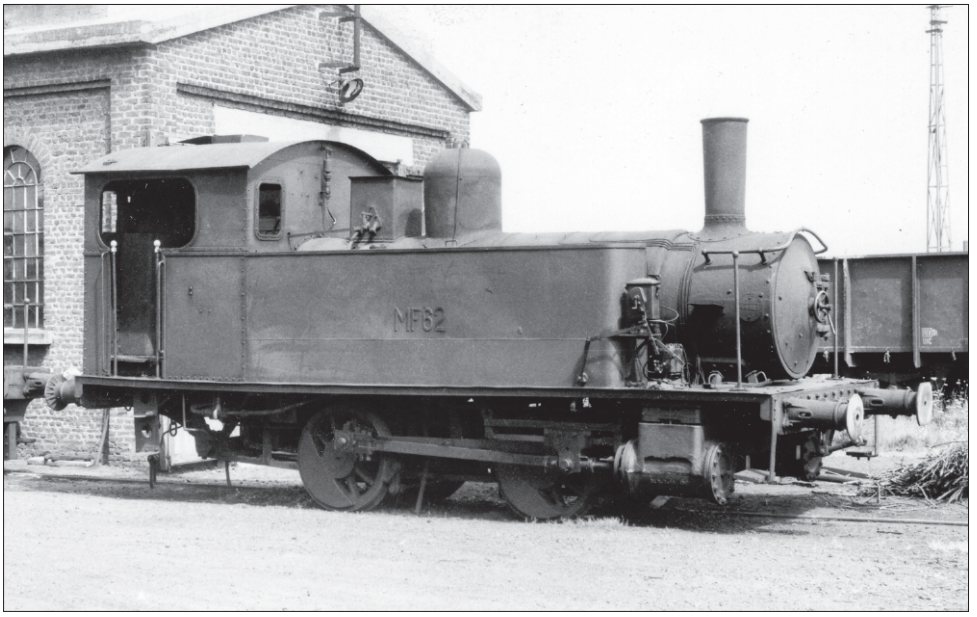
Baldwin 44878, 1/1917 (ROD 40). To Etat Belge, works shunter at Leuven from 1926 to 1930. Sold /1930 to Focquet, who sold it to Charbonnages de la Haye. Scrapped or sold at an unknown date.

Baldwin 44880, 1/1917 (ROD 42). To Etat Belge (HG). Sold /1929 from Luttre depot to Focquet and later sold on to Charbonnages du Bois du Luc, Belgium. Their No.7 or No.8, Scrapped or sold at an unknown date.

Baldwin 44881, 1/1917 (ROD 43). Acquired by Etablissements Kuhlmann, La Madeleine, Nord, France, their number 7, at an unknown date. The company later became Société Anonyme Ugine-Kuhlmann. It had been scrapped or sold by 8/1965.

Baldwin 44882, 1/1917 (ROD 44). To F.N.Pickett & Son, France by 5/1921 (HG). (see IRR 151 page 440). Subsequent history not known.

Baldwin 44883, 1/1917 (ROD 45). To Etat Belge 4776. Sold from Cuesmes works /1928 to Focquet, sold on to Charbonnages Liégeois. Acquired at an unknown date by Société Anonyme des Charbonnages de Monceau-Fontaine, Belgium, their number MF 62. Still in use at Goutroux Colliery 10/1970. Rebuilt as a side tank at some date prior to 10/1970. To Chemin de Fer à Vapeur des Trois Vallées, Belgium for preservation before 8/1984 and since then has been stored in the former SNCB locomotive shed at Haine-Saint-Pierre. (See photograph in IRR 171, page 262).



Baldwin 44883/1917 at Société Anonyme des Charbonnages de Monceau-Fontaine, Belgium, 2/8/1971 (see also front cover) [NRM, B.D. Stoyel collection]

Baldwin 44884, 1/1917 (ROD 46). Acquired at an unknown date by Electricité de France [EDF], Usine de Gennevilliers, Seine (now Hauts de Seine), France (CF46). Withdrawn from service in 1953 and subsequently scrapped or sold.

Baldwin 44885, 1/1917 (ROD 47). To Etat Belge 4777, to SNCB 23/7/1926. Renumbered 5000 1/10/1931 and renumbered 50.005 1/1/1946. Withdrawn (Merelbeke Depot) 31/3/1966. Date scrapped not known. (See IRR 171, page 262).

Baldwin 44922, 1/1917 (ROD 48). To to Etat Belge by 7/1920 (HG); J.F.Wake, dealer, by 11/1920. Paul Spencer confirmed that it became Etat Belge 4778 and said that, by 1930, it was with Focquet. Subsequent history not known.

Baldwin 44932, 1/1917 (ROD 50). To J.F.Wake, dealer, by 11/1920 (HG). Later at Sucrerie de Genappe, Belgium and reported still there in 1959. Scrapped or sold at an unknown date.

Baldwin 44933, 1/1917 (ROD 51). Purchased by Brunner et Marchand at Boulogne-sur-Mer, Pas de Calais, France, 9/1925 and allotted their number Lv225. Sold 5/1927 to Union Normande, Rouen, Seine Maritime (WF169). Subsequent history not known.

Baldwin 44935, 1/1917 (ROD 53). To J.F.Wake, dealer, by 11/1920 (HG). According to Paul Spencer became Etat Belge 4779. Sold from Luttre works to Focquet 7/1929 and sold on to Charbonnages Genk, their number 5. Later sold to Société Anonyme John Cockerill, Seraing, [later Cockerill-Sambre, Site de Seraing], in 1949, their number 49. Scrapped or sold at an unknown date.

Baldwin 45049, 2/1917 (ROD 54). To J.F.Wake, dealer, by 11/1920 (HG). Nothing else known.

Baldwin 45050, 2/1917 (ROD 55). To Etat Belge 4780. Sold via Focquet /1926-28 to Chemin de Fer Industriel du Port de Vilvorde, Belgium PONT BRULÉ. Scrapped or sold at an unknown date after 1960. (See IRR 147, page 261).

Baldwin 45051, 2/1917 (ROD 56). To F.N.Pickett & Sons, France by 5/1921 (HG). (see IRR 151 pages 438 and 440). Became Etat Belge 4781, date unknown and sold via Focquet to Chemin de Fer Industriel du Port de Vilvorde, Belgium MARLY. Scrapped or sold after 1960. (See IRR 147, page 261).

Baldwin 45052, 2/1917 (ROD 57). To J.F.Wake, dealers, by 11/1920 (HG). Acquired by Couthon and by about 1923 was in the possession of Compagnie des Forges et Aciéries de la Marine et Homécourt, Usine de Homécourt, Meurthe et Moselle (NEF38), their number 4. Rebuilt as a 0-4-0 Fireless at an unknown date. Scrapped June 1963 by the successor firm Société Anonyme Union Sidérurgique Lorraine.

Baldwin 45060, 2/1917 (ROD 58). To Etat Belge 4782. To SNCB 23/7/1926. Renumbered 5001, 1/10/1931 and was renumbered 50.001 on 1/1/1946. Withdrawn (Merelbeke depot) 24/3/1961 and scrapped at an unknown date. (See IRR 171, page 262).

Baldwin 45061, 2/1917 (ROD 59). Acquired by Couthon at an unknown date and sold 7/1923 to Brunner et Marchand, who allocated their number Lv125. Sold by them 1/1927 to Compagnie des Forges et Aciéries de la Marine et Homécourt, Usine de Homécourt, Meurthe et Moselle (NEF38), their number 7. Rebuilt as a 0-4-0 Fireless at an unknown date. Scrapped June 1963 by the successor firm Société Anonyme Union Sidérurgique Lorraine.

Baldwin 45062, 2/1917 (ROD 60). Acquired circa 1934-1936 by Société Louvroil Montbard Aulnoye, Aulnoye, Nord, France which later became Société Anonyme Vallourec. Carried the running number 736. Scrapped or sold at an unknown date.

Baldwin 45063, 2/1917 (ROD 61). Acquired at an unknown date by Compagnie des Mines d'Ostricourt, Pas de Calais, France, their number 6 RAYMONDE. On nationalisation of the mines (1/1/1945) became Houillères du Bassin du Nord et du Pas de Calais, Groupe d'Oignies, retaining its name and number. Sold, date unknown, but before 1950, to Sucreries et Raffineries Bouchon et Pajot, Sucrerie de Nassandres, Eure (WF43) and transferred to S.A. Sucrerie de Cagny, Calvados (WF18) in 1951 at the time of its opening. Scrapped or sold at an unknown date (before 8/1970).

Baldwin 45064, 2/1917 (ROD 62). Acquired at an unknown date by Monsieur Lacoche, Audruicq, Pas de Calais (HG). He may have been a dealer. Details of disposal not known. It may be of significance that there was a Royal Engineers depot at Audruicq during the First World War; also that F.N.Pickett & Son had a metal reducing factory there in the early 1920's. (See IRR 151, page 438).

Baldwin 45065, 2/1917 (ROD 63). To F.N.Pickett & Son, France by 5/1921 (HG) (see IRR 151, page 440). Acquired at an unknown date by Couthon and sold circa 1923 to Compagnie des Forges et Aciéries de la Marine et Homécourt, Usine de Homécourt, Meurthe et Moselle (NEF38), their number 5. Rebuilt as a 0-4-0 Fireless at an unknown date. Scrapped June 1963 by the successor firm Société Anonyme Union Sidérurgique Lorraine.

Baldwin 45066, 2/1917 (ROD 64). To Etat Belge by 7/1920 (HG). Numbered 4783. To SNCB 23/7/1926. Renumbered 5002, 1/10/1931 and was renumbered 50.002 on 1/1/1946. Withdrawn (Merelbeke depot) 31/3/1966. In 1953 exchanged boiler, tank and cab with 50.004 (Baldwin 45129). Scrapped at an unknown date. (See IRR 171, page 262).

Baldwin 45067, 2/1917 (ROD 65). To Etat Belge by 7/1920 (HG). No other details known.

Baldwin 45089, 2/1917 (ROD 66). To Etat Belge 4784. Acquired by Chantier Houillier, coal merchants, near Schaerbeek, Brussels, Belgium (HG) circa 1926-28 from Schaerbeek depot. Scrapped or sold in the mid-1950's.

Baldwin 45090, 2/1917 (ROD 67). To Etat Belge 4785? or 4786? by 7/1920 (HG). No other details known.

Baldwin 45092, 2/1917 (ROD 69). To Monsieur Lacoche, Audruicq, Pas de Calais, France; later Entreprises Généraux de Travaux Publics et Privés, contractors, France (HG). According to Paul Spencer became Etat Belge 4786 and later (?date) Raffineries Tirlemontoises, Sucrerie de Genappe, Belgium. Scrapped or sold at an unknown date.
To date it has not been possible to reconcile these two versions but three separate sources have given the second version.

Baldwin 45093, 2/1917 (ROD 70). To F.N.Pickett & Son, France by 5/1921 (HG) (see IRR 151, page 440). Later became Etat Belge 4787 and sold to Focquet c./1926-28. Later to Wielemans Ceuppens Brewery, Fôret Midi, Belgium. Still in use here in 1949 (HG). Scrapped or sold at an unknown date.

Baldwin 45125, 2/1917 (ROD 71). To Etat Belge 4788. Sold 9/1929 from Luttre works to Focquet. By 1938 with Charbonnages de la Haye, Belgium and subsequently passed to Charbonnages de la Louvière et Soes, Longchamps, Belgium, No.2 (possibly No.3 or No.4?). Scrapped or sold at an unknown date.

Baldwin 45126, 2/1917 (ROD 72). To Etat Belge 4789. To SNCB 23/7/1926. Renumbered 5003 1/10/1931 and renumbered 50.003 1/1/1946. Withdrawn from Merelbeke depot 31/3/1966. Scrapped or sold at an unknown date. (See IRR 171, page 262).

Baldwin 45129, 2/1917 (ROD 75). To Etat Belge 4790. To SNCB 23/7/1926. Renumbered 5004 1/10/1931 and renumbered 50.004 1/1/1946. Withdrawn from Luttre depot 9/12/1954. In 1953 it exchanged boiler, tank and cab with 50.002 (Baldwin 45066). Scrapped or sold at an unknown date. (See IRR 171, page 262).

Baldwin 45280, 3/1917 (ROD 76). To J.F.Wake, dealers by 11/1920 (HG). Subsequent history not known.

Baldwin 45282, 3/1917 (ROD 78). First referred to in IRR 164 on page 478, the history of this locomotive was amplified by Colin Mountford in IRR 166, page 26. Acquired after the war by J.F.Wake, dealer and sold in 1921 (earlier given as 1919, but now corrected by Dave Holroyd) to Henry Stobart & Co. Ltd., Fishburn Colliery & Coke Works, Durham. Rebuilt by Lingford Gardiner & Co. Ltd., dealers, Bishop Auckland in 1929-1930 (possibly acquired via a scrap dealer in Stockton) and sold to G. Cohen, Sons & Co. Ltd., dealers. Sold on to Davy Bros. Ltd., Darnall Works, Sheffield, Yorkshire (WR) during the 1930's and sold for scrap (?date) to Parkin Johnson, Brightside, Sheffield.

Baldwin 45285, 3/1917 (ROD 81). Given in IRR 164, page 470 as having "worked Caffiers Guines Stone Quarries, Pas de Calais 1918". Its subsequent history is uncertain in some respects and after taking account of a contribution by Ken Plant may be summarised:-
J.F.Wake, dealer, Darlington by 11/1920. Rebuilt Wake 2186 and sold at an unknown date to Willys Overland Crossley Ltd., Heaton Chapel, Stockport, Cheshire. Sold 15/9/1927 to T.W.Ward Ltd., dealers, Charlton Works, Sheffield, their number 37691, then transferred to Ward's depot at Grays, Essex where it was given number TW177. In 1928 it went, almost certainly on hire, to Cleveland Bridge & Engineering Co. Ltd. for work on a landing stage contract at Tilbury. Returned to Ward in 1930, it may then have gone to Geo. Craddock & Co. (on hire?), Wakefield Wireworks. In 1931 moved to Preston Gas Co., Tandy Gate Gasworks, Lostock Hall, Lancashire. On nationalisation (1/5/1949) became the property of North Western Gas Board and was scrapped at Tandy Gate Gasworks in 1951 by Bambers of Preston.

Baldwin 45286, 3/1917 (ROD 82). To J.F.Wake, dealer, by 11/1920 (HG). Purchased by Brunner et Marchand, their number Lv191, at Conteville, Somme, 3/1924 (the vendor may have been Armes-Georges & Compagnie). Sold 10/1926 to Société Anonyme des Ciments Français, Neuville-sur-Escaut, Nord, France, and re-sold 8/1945 to Société Française de Constructions Mécaniques (Anciens Etablissements Cail), Denain, Nord, their number 6. Sold 7/1957 to Société Anonyme des Forges de Leval-Aulnoye, Leval-sur-Sambre, Nord, their number 10. Still in service 4/1966 and scrapped or sold at an unknown date.

Baldwin 45334, 3/1917 (ROD 83). To Etat Belge 4792 by 7/1920 (HG). Sold 3/1931 by SNCB from Luttre works to Focquet and sold on to Liebrechts Charbonnages du Bois de Luc, Belgium, ?No.8. Scrapped or sold at an unknown date.

Baldwin 45335, 3/1917 (ROD 84). To Société des Mines de Potasses d'Alsace, Amiéne & Max Josephs-Else Mines, near Mulhouse, Haut Rhin, France by 5/1920 (HG). In IRR 17, page 200; IRR 20, page 275 and IRR 164, page 479 it is given at Ceiriog Granite Quarries,

Criggion, Montgomeryshire, G.B. and scrapped in 1928. In IRR 17 the works number was given as possibly 45289 but this locomotive was not a member of the class.

Baldwin 45336, 3/1917 (ROD 85). To Etat Belge 4793 by 3/1920 (HG). Used as works shunter at Salzinnes works. Sold to Focquet c./1930 and sold on at an unknown date to Société Anonyme des Charbonnages de Monceau-Fontaine, Belgium, their number MF63. Scrapped or sold at an unknown date (boiler only left 10/1970).

Baldwin 45337, 3/1917 (ROD 86). To Etat Belge 4794 (see IRR 147, pages 259 and 261). Acquired by Focquet 3/1931 and sold to the Chemin de Fer Industriel du Port de Vilvorde, Haren, Belgium, named MACHELEN. Acquired by Etablissements Francki, Dealers, Haren about 1935 and sold to a contractor in Egypt. In 1940 became WD Middle East (Ataqa), 37, later 245. Transferred to Palestine 11/1942 and renumbered 70245 in 1944. By 10/1944 stored at 199 Railway Workshop Company, RE, Jaffa awaiting spares and rebuilt there in June 1945. Was back in service later that year and by 1952 was stored at Haifa East where it was scrapped circa 1955-56. This locomotive clearly had a long and involved history and the above summary may need some clarification or amendment.

Baldwin 45338, 3/1917 (ROD 87). Acquired at an unknown date by Couthon and sold 1/1928 to Brunner et Marchand who gave it their number Lv263. Sold by them to Etablissements Kuhlmann, La Madeleine, Nord, France in 12/1928 who gave it their number 8. Reported as still in service after World War 2 and scrapped or sold by 8/1965.

Baldwin 45339, 3/1917 (ROD 88). Purchased by Brunner et Marchand at Roisel, Somme, France in the early 1920's and given their number Lv98. Sold 12/1925 to Morillon G.Corvol et Compagnie. This firm owned numerous sand quarries on the banks of the River Seine above and below Paris in several départements. It is not known at which of these this locomotive was used or anything further about its history.

Baldwin 45340, 3/1917 (ROD 89). To Etat Belge 4795 by 3/1920 (HG). Nothing else known.

The following Etat Belge members of the class have not been positively identified: 4766 - 4775, 4785 and 4791, although 4769 has been given as Baldwin 43120 (ROD 29) and confirmation of this identity would be welcomed.
A number of these were sold to Focquet: 4768 (which was used as a works shunter at Salzinnes works until sold) in 3/1929; 4772, 4773 and 4775 between /1925 and /1930 and 4774 in 9/1929.
Others were sold as follows:
three to Charbonnages de la Louvière et Soes, Longchamps; No's 2, 3 and 4,
one to Usines Gilson, La Croyère,
one to Devis et Fils, Petite Ile, Brussels,
one to Carrière de la Belle Roche,
one to Charbonnages de Hourhalen,
one to Entreprises Généraux de Travaux Publics et Privés, via Monsieur Lacoche, dealer, Audruicq, Pas de Calais, France (see Baldwin 45092 (ROD 69) above),
and one to Carrières Unies de Porphyre, Lessines.

Additional unidentified members of the class known in France were:

(i) In October 1956 Société Le Tarstinkal, Carrières du Griset, near Marquise, Pas de Calais (see works number 43111 above) acquired a second member of the class from Couthon,

whose number was 1456. It was given the running number No.5 bis and was scrapped in April 1966. A photograph of this locomotive was published in IRR 118 on page 23 and a comment on its identity on page 25, various sources had described the works number as 422, 4220, 51050 and 53050 none of which relate to a ROD 0-4-0ST.

(ii) A member of the class was photographed in service on 22nd October 1957 with Société des Forges et Ateliers d'Audincourt, Audincourt, Doubs, France. Scrapped or sold at an unknown date. A photograph and accompanying note appeared in IRR 112 on page 226.

(iii) Rail Magazine, published by Editions Modernes et Illustrés, Paris, No.21 (January 1979) carried on page 31 a photograph of a member of the class taken in 1944 at La Folie in the Paris suburbs. Apparently complete, it was in a line of SNCF locomotives damaged by the Resistance or Allied air attack. As there were SNCF workshops nearby at La Garenne it is possible that it was awaiting repair there. I visited La Folie and La Garenne on 8th November 1944 but only SNCF locomotives were present.

(iv) A member of the class was in service in July 1956 at Sucrerie-Distillerie de la Lacque, Trézennes, near Isbergues, Pas de Calais where it was photographed by Herman Hesselink clearly still carrying its works plate. According to one French source it was works number 44932 but according to a Belgian source this locomotive remained in use at Sucrerie de Genappe, Belgium until 1959. Mr. Hesselink, whose photograph has been reproduced in "Sur les Rails d'Autrefois" (Les Editions du Cabri-sur-Roya, France, 1996), page 176, is unable to help as he loaned his notebooks to someone, now deceased, who did not return them.

(v) On 17th December 1919 a member of the class was offered for sale by G. Valot and F. Tempier, dealers, Marseille, Bouches du Rhône, France.

(vi) On 16th October 1919 Geo. v. Hoegaerden, a dealer whose address is not known, offered a member of the class for sale.

(vii) Reference is made in IRR 164, page 479 to reports of a second member of the class at Henry Stobart & Co., Fishburn Colliery & Coke Works, Durham. However Colin Mountford in IRR 166, page 26 says that he and Dave Holroyd can find no evidence for this. In the same issue both Andrew Neale and Peter Witts drew attention to advertisments by George Cohen in trade journals between June 1927 and October 1930 offering for sale a Baldwin four coupled tank built in 1917 and lying in County Durham. Peter Witts added that some issues showed this as Baldwin 45282. If this works number is correct the locomotive has already been accounted for.

(viii) A member of the class given erroneously by the firm as works number 46061 of 1917 was acquired from Couthon about 1923 by Compagnie des Forges et Aciéries de la Marine et Homécourt, Usine de Homécourt, Meurthe et Moselle (NEF38), their number 6. It was rebuilt as a 0-4-0 Fireless at an unknown date and scrapped June 1963 by the successor firm Société Anonyme Union Sidérurgique Lorraine.

(ix) According to the late C.H.Dickson two members of the class were in service circa 1927-1928 with Société Louvrail Montbard Aulnoye, Aulnoye, Nord, France. Were these perhaps works numbers 43119 and 45062 for which the acquisition date of circa 1934-1936 given above is incorrect?

(x) The 24th July 1924 edition of Machinery Market ran an article on Wake's slag bank operation at the Port Clarence Ironworks with a photograph of a "USA saddletank loco.". Can anyone confirm whether this was a Baldwin 0-4-0 saddle tank? (Report by Peter Witts in IRR 166, page 27).

(xi) As recently as May 2012, what is believed to be a member of the class, rebuilt in 1951 to 0-4-0DM, was discovered. The rebuilt locomotive was supplied by Chantier-Equipement of 11 to 13 Rue Boieldieu, Puteaux to Société Générale de Fonderie, Port-Brillet, Mayenne, France and entered service there on 1/3/1952. It carried a plate 'Thornycroft - 1951', the significance of which is not known. The foundry, latterly Pebeco, closed in late 2011 and the contents were auctioned in December 2011, with the locomotive being sold for scrap. It had a Willéme-Deutz type 517 six-cylinder diesel engine and a Mack four speed gearbox.

0-6-0 Tanks

The members of this class have been described as pannier tanks in Great Britain and as side tanks in France, where the term pannier tank is little, if ever, used. Harry Goldsmith also described them as side tanks. Principal dimensions were given by Peter Witts in IRR 166, page 27, based on information supplied to him by Chris Walker. The class numbered fifty in all and the data provided by Harry Goldsmith, based on his own researches in the Baldwin records, is as follows:-

ROD No's	Works numbers	Delivery dates	Baldwin classification No's
651 - 653	46349 - 46351	9/1917	6-26D-113 to 115
654	46407	9/1917	6-26D-116
655	46433	9/1917	6-26D-117
656 - 661	46485 - 46490	9/1917	6-26D-118 to 123
662 - 669	46583 - 46590	10/1917	6-26D-124 to 131
670 - 673	46672 - 46675	10/1917	6-26D-132 to 135
674 - 676	46714 - 46716	10/1917	6-26D-136 to 138
677 - 678	46752 - 46753	10/1917	6-26D-139 to 140
679 - 682	46796 - 46799	10/1917	6-26D-141 to 144
683 - 688	46875 - 46880	11/1917	6-26D-145 to 150
689 - 693	46955 - 46959	11/1917	6-26D-151 to 155
694 - 698	47068 - 47072	11/1917	6-26D-156 to 160
699 - 700	47223 - 47224	12/1917	6-26D-161 to 162

Harry Goldsmith said that "ROD 651, works number 46349, 9/1917 was built as WD ROD 2201. Changes were then made and it left works as ROD 651. Baldwin photographed it as 2201 and 651. It is not known if others were so treated.

So far I have not learned where any were in service during the war years except that ROD 690 was at Berguette, Pas de Calais, France on 3rd October 1918 (IRR 166, page 30). Interestingly, photographic evidence shows that this locomotive had been modified by the ROD through the fitting of what appears to be condensing equipment. It would be of interest to know if any more of the class were so fitted.

After the war the War Department sold no less than 38 members of the class to the Etat Belge where they were numbered 4559 - 4596 and classified Type 52. On the formation of the SNCB, 23/7/1926, they retained the same numbers until 1/10/1931, when they were renumbered to become 5800 - 5837, Type 58. A further renumbering took place on 1/1/1946

when they became SNCB 58.001 - 58.038. Some details of former identity are not known and the available data is summarised in the following table.

ROD No.	Etat Belge No.	Renumbered 1/10/1931	SNCB No. 1/1/1946	Date of Withdrawal	Withdrawn from
651	4559	5837	58.037	9/12/1966	Hasselt
652	4560	5800	58.038	24/3/1961	Haine St.Pierre
656	4561	5801	58.001	9/12/1966	Merelbeke
	4562	5802	58.002	31/3/1964	Merelbeke (a)
	4563	5803	58.003	27/8/1964	Monceau (a)
	4564	5804	58.004	27/8/1964	St. Ghislain (a)
	4565	5805	58.005	9/12/1966	Hasselt (a)
663	4566	5806	58.006	24/10/1966	Hasselt
664	4567	5807	58.007	21/3/1961	Hasselt
665	4568	5808	58.008	24/3/1961	Hasselt
666	4569	5809	58.009	8/6/1961	Haine St.Pierre
667	4570	5810	58.010	24/3/1961	Hasselt
668	4571	5811	58.011	20/8/1963	Dendermonde
669	4572	5812	58.012	9/12/1966	Hasselt
670	4573	5813	58.013	27/8/1964	Merelbeke
672	4574	5814	58.014	25/3/1963	Mons
673	4575	5815	58.015	20/8/1963	Mons
674	4576	5816	58.016	27/9/1962	Ath
676	4577	5817	58.017	24/3/1966	Hasselt
678	4578	5818	58.018	7/10/1965	Hasselt
679	4579	5819	58.019	30/3/1965	Merelbeke
680	4580	5820	58.020	20/8/1963	Mons
681	4581	5821	58.021	26/10/1964	Merelbeke
682	4582	5822	58.022	13/8/1965	Merelbeke
683	4583	5823	58.023	19/9/1963	Monceau
684	4584	5824	58.024	21/3/1961	Monceau
	4585	5825	58.025	25/5/1963	Aalst (b)
687	4586	5826	58.026	31/3/1966	Merelbeke
688	4587	5827	58.027	19/9/1963	Hasselt
689	4588	5828	58.028	19/9/1963	Monceau
692	4589	5829	58.029	21/3/1961	Berchem
693	4590	5830	58.030	27/8/1964	Monceau
694	4591	5831	58.031	27/8/1964	Merelbeke
696	4592	5832	58.032	24/3/1961	Monceau
697	4593	5833	58.033	24/3/1966	Hasselt
698	4594	5834	58.034	27/9/1962	Hasselt
699	4595	5835	58.035	24/1/1966	Hasselt
700	4596	5836	58.036	8/3/1966	Monceau

(a) Etat Belge 4562 - 4565 were four out of ROD 657, 658, 659, 661 and 662
(b) Etat Belge 4585 was either ROD 685 or 686

So far as is known none of these was sold for service in industry after withdrawal.

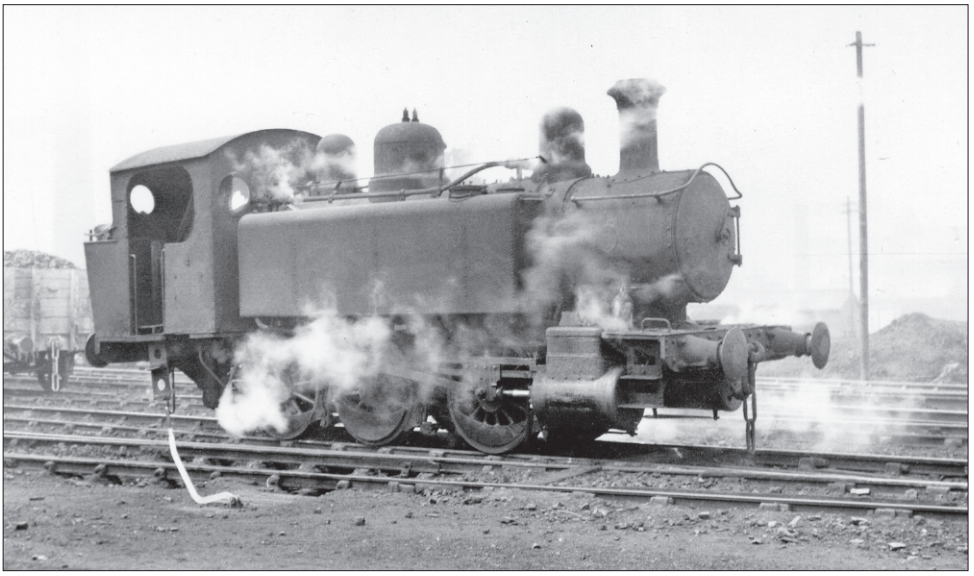
Of the twelve remaining members of the class the histories of eight are known to some extent or other:-

Baldwin 46351, 9/1917 (ROD 653). First reported at Central Supply Depot 311, Hackney Marshes, London then for sale by auction at the National Projectile Factory, Hackney Wick, London on 23/1/1923 (IRS, Industrial Locomotives of Gwent, page 73). Became Whitehead Iron & Steel Co. Ltd., Courtybella Works, Newport, Monmouthshire COURTYBELLA at an unknown date. Sold to A.R.Adams & Son, dealers, Newport c.6/1950 and re-sold 9/1950 to NCB No.7 Division, No.6 Area, Risca Colliery, Gwent. Moved to Coed Ely Colliery, Mid-Glamorgan by 7/1951 and to Lady Windsor Colliery, 7/1954. Scrapped by R.S.Hayes, Bridgend, /1955.

Baldwin 46351/1917 at NCB, Cwm Colliery, (undated)
[B.Roberts photograph, IRS copyright]

Baldwin 46407, 9/1917 (ROD 654). W.D. Shoeburyness Garrison Railway, Essex, No.5 (later 5A). Moved to Ministry of Supply depot, Kings Newton (on former Melbourne Military Railway) and photographed at Wellingborough Shed en route on 19/5/1948. Scrapped at Kings Newton, 3/1949. (IRR 164, page 482 and IRR 171, page 261).

Baldwin 46489, 9/1917 (ROD 660). W.D. Shoeburyness Garrison Railway, Essex, No.7 ROYAL ENGINEER and moved at an unknown date (possibly 1919, see IRR 166, page 30) to Ministry of Munitions, Chilwell, Nottinghamshire, with name, as their No.1. In IRR 166, page 30, (a) it was advertised for sale by G. Cohen Sons & Co. Ltd., dealers, in the October 1924 editions of trade journals; and (b) according to the IRS Nottinghamshire Handbook moved from Chilwell to T.W.Ward Ltd., Sheffield in October 1924. It was sold by 1927 to Earl Fitzwilliams' Collieries Co., Elsecar Main & New Stubbin Collieries, Yorkshire WR, as their No.11 (BLC Pocket Book No.8) and on 1/1/1947 became the property of the NCB No.3 Division, No.3 Area, Yorkshire WR, being scrapped in 1951 (BLC Pocket Book No.8).



Baldwin 46489/1917 at New Stubbin Colliery (undated)
[C.H.A .Townley photograph, IRS copyright]

Baldwin 46673, 10/1917 (ROD 671). Was purchased at Bergues, Nord, France, 6/1922, by Brunner et Marchand, who gave it their number Lv90. They sold it in 5/1923 to Société des Aciéries et Forges de Firminy, Usine des Dunes, Malo-les-Bains, near Dunkerque, Nord, France who gave it their number 4. It was scrapped at an unknown date before 6/1961. (Note: the name of the owning company has since been changed several times and is currently Ascometal (Groupe Arcelor)).

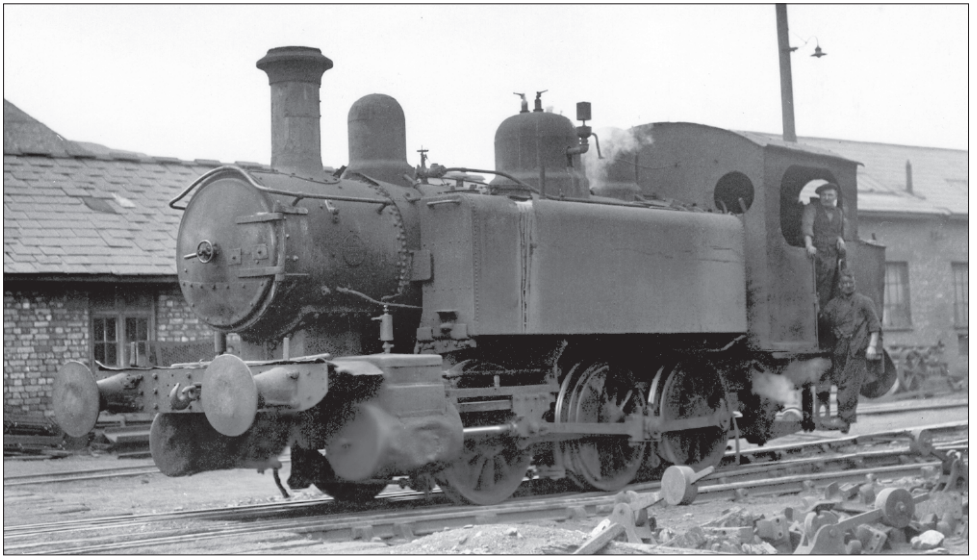
Baldwin 46715, 10/1917 (ROD 675). Armes-George & Compagnie by 6/1921 (HG). This firm are believed to have been general dealers at Conteville, Somme, France. Purchased from them 3/1924 by Brunner et Marchand, who gave it their number Lv187. Sold 6/1926 to Société des Mines de la Loire, Saint-Etienne, Loire, their number 3 BALDWIN. On nationalisation of the mines on 1/1/1945 became the property of Houillères du Bassin de la Loire, Groupe Saint-Etienne / Couriot. Scrapped between 9/1954 and 9/1958.

Baldwin 46752, 10/1917 (ROD 677). Société Anonyme du Magnésie et Dolomie de France [MDF], Carrières Elinghen-Ferques, Pas de Calais, France, where it carried numbers 2 and 677, by /1929. Out of use 8/1956 and scrapped or sold by 6/1962. (See IRR 118, page 24).

Baldwin 46956, 11/1917 (ROD 690). Returned from France to Great Britain at an unknown date for service at W.D. Shoeburyness Garrison Railway, Essex, No.10. Fitted with a new boiler by Ruston & Hornsby, number 50280 of 1936. Moved to W.D., Eskmeals /1940. This became the Ministry of Supply, Proof and Experimental Establishment. It was sold in June 1954 to Abelson & Co. (Engineers) Ltd., dealers, Birmingham. It ran hot en route to Birmingham and was in Millom yard by early 9/1954. By 27th November 1954 it had reached

Lancaster Old Yard and was still there on 19th November 1955. It was broken up there, believed by a local scrap merchant, in 2/1956 (see IRR 166, page 48 and IRR 171, pages 281 and 282).

Baldwin 46956/1917 at WD Eskmeals, photographed in August 1952 by Frank Jones.
[copyright Industrial Locomotive Society]



Baldwin 47069/1917 at Amalgamated Anthracite Collieries, Aberpergwm Colliery.
[Frank Jones, Industrial Locomotive Society]

Baldwin 47069, 11/1917 (ROD 695). Early post war history not known. Advertised for sale by G. Cohen, Sons & Co. Ltd., dealers in the October 1924 editions of trade journals but not thereafter. (see IRR 166, page 30). Vale of Neath Colliery Co. Ltd., Aberpergwm Colliery, possibly by 1925. Taken over in 1928 by Amalgamated Anthracite Collieries and scrapped at Aberpergwm /1939 (see IRR 164, page 482).

In addition to the foregoing there is one possible unidentified member of the class. In IRR 166, page 30 occurs the following, contributed by Peter Witts: "In the Colliery Guardian of 13th December 1929, H.Bentley of Dick Lane, Bradford advertised for sale a "Loco by Baldwin, 14 x 24, 150lbs 6w coup". Given that 43201 and 45335 worked within 20 miles of each other and in the same industry, was there any connection?" We should perhaps treat this report with some reservation as the cylinder dimensions and boiler pressure do not agree with those given on page 27 of IRR 166 whilst 43201 and 45335 were four coupled not six coupled.

2-6-2 Saddle tanks.
The WD (ROD) took delivery of 75 locomotives of this class. Harry Goldsmith said that they had cylinders of 17" diameter x 24" stroke and driving wheels of 44" diameter. Building details were:

ROD No's	Works numbers	Delivery dates	Baldwin classification No's
1501 - 1520	45552 - 45571	5/1917	10-28¼D-61 to 80
1521 - 1530	45717 - 45726	6/1917	10-28¼D-81 to 90
1531 - 1550	45882 - 45901	7/1917	10-28¼D-110 to 91
1551 - 1555	45990 - 45994	7/1917	10-28¼D-111 to 115
1556 - 1575	46024 - 46043	8/1917	10-28¼D-116 to 135

In October 1918 1537 was in service at Saint Omer, Pas de Calais, France. No other details of wartime deployment are known at present.
After the end of the war 63 members of the class were sold (or handed over) to the Etat Belge where they were numbered 4703 - 4765 and classified Type 22. On 23/7/1926 they passed to the SNCB and on 1/10/1931 were renumbered 5700 - 5762 (Type 57). On 1/1/1946 they were again renumbered, this time to 57.001 - 57.062 with the exception of 5740 which had been withdrawn in April 1939. Unfortunately some details of former identity are not known; available data is summarised in the following table:

ROD No.	Etat Belge No.	Renumbered 1/10/1931	SNCB No. 1/1/1946	Date of Withdrawal	Withdrawn from
1501	4703	5703	57.003	15/5/1956	Monceau
1502	4704	5704	57.004	17/2/1958	Brussels Midi
1503	4705	5705	57.005	20/4/1957	Kinkempois
1504	4706	5706	57.006	16/2/1955	Brussels Midi
1506	4707	5707	57.007	16/2/1955	Antwerpen Zuid
1507	4708	5708	57.008	4/12/1957	Brussels Midi
1508	4709	5709	57.009	10/1956	Berchem
1510	4710	5710	57.010	18/9/1959	Brussels Midi
1511	4711	5711	57.011	16/2/1955	Brussels Midi
1512	4714	5714	57.014	16/2/1955	Brussels Midi
1513	4715	5715	57.015	7/3/1956	Kinkempois
1514	4713	5713	57.013	18/12/1954	Brussels Midi
1515	4712	5712	57.012	12/1956	Berchem (b)

1516	4716	5716	57.016	6/1956	Braine-le-Comte (b)
1517	4717	5717	57.017	21/11/1949	Brussels Midi (c)
1518	4718	5718	57.018	20/4/1957	Brussels Midi
1520	4719	5719	57.019	16/2/1955	Kinkempois
1521	4720	5720	57.020	12/7/1960	Brussels Midi (d)
1522	4721	5721	57.021	18/5/1955	Luttre
1523	4722	5722	57.022	18/12/1954	Brussels Midi
1524	4723	5723	57.023	27/5/1959	Ronet
1525	4724	5724	57.024	24/11/1955	Brussels Midi
1526	4725	5725	57.025	7/3/1956	Antwerpen Zuid
1527	4726	5726	57.026	16/2/1955	Brussels Midi
1528	4727	5727	57.027	18/12/1954	Brussels Midi
1529	4728	5728	57.028	28/9/1956	Braine-le-Comte
1530	4730	5730	57.030	18/12/1954	Monceau
1531	4729	5729	57.029	30/10/1957	Brussels Midi
1532	4731	5731	57.031	18/12/1954	Antwerpen Zuid
1533	4732	5732	57.032	16/2/1955	Brussels Midi
1534	4733	5733	57.033	5/9/1957	Luttre
1535	4734	5734	57.034	2/1955	Braine-le-Comte
1536	4735	5735	57.035	9/6/1960	Brussels Midi
1537	4736	5736	57.036	13/8/1955	Antwerpen Zuid
1538	4737	5737	57.037	16/2/1955	Antwerpen Zuid
1539	4738	5738	57.038	16/2/1955	Brussels Midi
1541	4739	5739	57.039	20/9/1957	Brussels Midi
1542	4740	5740		4/1939	Brussels Midi
1543	4741	5741	57.041	28/9/1955	Braine-le-Comte
1544	4742	5742	57.042	24/11/1955	Brussels Midi
1545	4743	5743	57.043	23/7/1959	Brussels Midi
1546	4744	5744	57.044	16/2/1955	Brussels Midi
1547	4745	5745	57.045	20/1/1956	Antwerpen Zuid
1548	4746	5746	57.046	4/2/1959	Brussels Midi
1549	4747	5747	57.047	20/1/1956	Brussels Midi
1550	4748	5748	57.048	18/12/1954	Brussels Midi
1551	4749	5749	57.049	18/12/1954	Monceau
1552	4750	5750	57.050	27/6/1956	Brussels Midi
1553	4751	5751	57.051	16/2/1955	Luttre
1555	4752	5752	57.052	16/2/1955	Monceau
1556	4753	5753	57.053	7/6/1956	Brussels Midi
1558	4754	5754	57.054	16/10/1957	Brussels Midi
1560	4755	5755	57.055	30/10/1957	Brussels Midi
1561	4756	5756	57.056	16/2/1955	Antwerpen Zuid
1563	4757	5757	57.057	27/5/1959	Brussels Midi
1564	4758	5758	57.058	18/12/1954	Brussels Midi
1566	4759	5759	57.059	20/11/1958	Kinkempois
1567	4760	5760	57.060	14/7/1956	Brussels Midi
1568	4761	5761	57.061	14/4/1958	Luttre
1569	4762	5762	57.062	18/12/1954	Antwerpen Zuid
1573	4763	5700	57.040	18/12/1954	Brussels Midi

1574	4764	5701	57.001	18/11/1959	Brussels Midi
1575	4765	5702	57.002	20/1/1956	Brussels Midi (a)

(a) SNCB records show this locomotive as ex ROD 1575, Baldwin 46025/1917. This suggests confusion with ROD 1557.
(b) The ROD numbers and Baldwin works numbers for these two locomotives cannot be positively confirmed, but they are believed to have been as shown.
(c) Badly damaged in an air raid on C.W.Mechelen in 1944. Never repaired and withdrawn as shown.
(d) SNCB records show this locomotive as ex ROD 1521, Baldwin 45716. According to the Baldwin works list their 45716 was an 0-6-0 for the Atlantic Coast Line, USA, number 1155.

The class were nicknamed “Tortoises” by the Etat Belge.

So far as is known none were sold for further service in industry after withdrawal.

Baldwin 45888/1917, in wartime service as ROD 1537 [NRM, Ken Nunn collection]

Of the remaining members of the class the histories of the following are known to some extent or other:-

Baldwin 45556, 5/1917 (ROD 1505). To F.N.Pickett & Son, France by 6/1921 (HG). Disposal not known. (see IRR 151, pages 440 and 441).

Baldwin 45560, 5/1917 (ROD 1509). To F.N.Pickett & Son, France, by 5/1921 (HG). Disposal not known. (see IRR 151, pages 440 and 441).

Baldwin 45570, 5/1917 (ROD 1519). To F.N.Pickett & Son, France by 5/1921 (HG) (see IRR 151, pages 440 and 441). By 1/1928 was in the hands of Couthon who sold it that month to Brunner et Marchand, their number Lv264. Remained in stock until requisitioned, 3/1941, for service with the Organisation Todt at Lorient, Morbihan (WF121). It was sold by auction,

3/1948, by the Domaines whilst lying at Aulnoye, Nord where it had been repaired by the SNCF. Name of purchaser and subsequent history not known.

Baldwin 45891, 7/1917 (ROD 1540). To F.N.Pickett & Son, France at a date unknown (HG). Disposal not known.

Baldwin 45993, 7/1917 (ROD 1554). To F.N.Pickett & Son, France, at a date unknown (HG). By 3/1928 was in the possession of Couthon, who sold it that month to Brunner et Marchand, their number Lv265. Was still in stock at Bouray-sur-Juine in 6/1955 and was subsequently scrapped or sold.

Baldwin 46030, 8/1917 (ROD 1562). To F.N.Pickett & Son, France at a date unknown (HG). Disposal not known.

Baldwin 46033, 8/1917 (ROD 1565). To F.N.Pickett & Son, France at a date unknown (HG). By 9/1926 was in the possession of Couthon who sold it that month to Brunner et Marchand, their number Lv234. Sold by them, 3/1940, to Société Anonyme du Magnésie et Dolomie de France [MDF], destination Wimereux, Pas de Calais. There is some evidence that the locomotive may have been used by MDF at their quarries at Elinghen, near Rinxent, Pas de Calais. Details of disposal not known.

Baldwin 46040, 8/1917 (ROD 1572). To F.N.Pickett & Son, France, at a date unknown (HG). Disposal not known.

In addition to the foregoing Couthon advertised four members of the class in a sale list dated 1938. Apart from the type and the weight (52t/69t) the only other details given were the Couthon file numbers 821, 826, 1331 and 1332. There is some evidence of collaboration between Couthon and Brunner et Marchand in the 1920's and 1930's so it is not beyond the realms of possibility that the above included some or all of Baldwin 45570 (ROD 1519), 45993 (ROD 1554) and 46033 (ROD 1565).

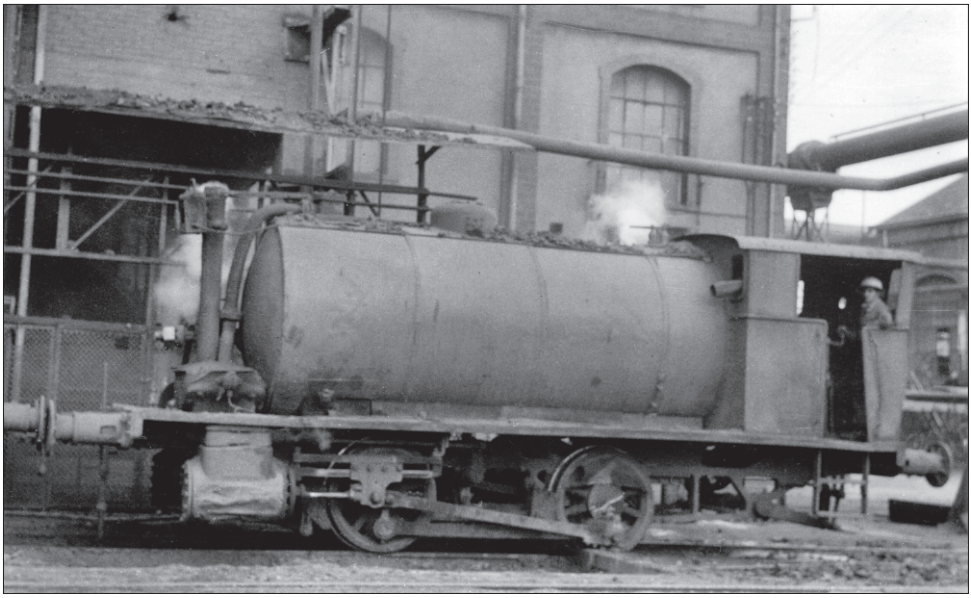
Abbreviations
The following are amplifications of abbreviations, etc. used in this study:

Brunner et Marchand: Etablissements Brunner et Marchand, Locomotive, Plant, etc. dealers, Bouray-sur-Juine, Seine et Oise (nowadays Essonne), France.
CF: The industrial Locomotives of Central France (IRS, 1991)
Couthon: Etablissements Couthon, Locomotive etc. dealers. Head office; Paris. Works at 64, Rue E.Zola, La Courneuve, Seine (nowadays Seine St. Denis), France.
Domaines: Administration des Domaines. The French Government agency responsible for the sale, usually by auction, of surplus government property.
Focquet: Charles Focquet & Compagnie, Locomotive etc. dealers, Vilvoorde, Brussels, Belgium.
IRR: Industrial Railway Record
Lv: abbreviation used by Brunner et Marchand for their dossiers relating to steam locomotives (locomotives à vapeur).
NEF: The Industrial Locomotives of North Eastern France (BLC/ILIS, 1965)
ROD: Railways Operation Division (of British War Department).
SEF: The Industrial Locomotives of South Eastern France (IRS, 1972).
SNCB: (**SNCFB** until /1938) Société National des Chemins de Fer Belges (Belgian National Railways)

SNCF: Société National des Chemins de Fer Français (French National Railways)
WD: War Department (British Army)
WF: The Industrial Locomotives of Western France (IRS, 1997)

Acknowledgements
I am greatly indebted to Paul Spencer who has contributed most of the information about those members of the classes which went to the Belgian main line railways and which entered industrial railway service in that country. Without the information supplied by him this study would be much less comprehensive and I express to him my grateful thanks.

I hope that the foregoing helps to supplement the information on these classes published in copies of the RECORD down through the years. Clearly a lot of detailed information remains to be discovered, mostly on the Continent where records often no longer exist. Some were destroyed by acts of war during World War 2, whilst others were the victims of wholesale destruction of dossiers which followed the demise of the steam locomotive in France and Belgium. If any reader can supply additional information which will fill the gaps in our knowledge or amend any inadvertent errors it will be much appreciated if details are sent to the Overseas Bulletin Editor.



Noel Needle's 13/6/1961 photograph of the unidentified Baldwin 0-4-0ST 'No.6' rebuilt to fireless, at Société Anonyme Union Sidérurgique Lorraine, Usine de Homécourt, Meurthe et Moselle. [Copyright IRS]

Baldwin 46351/1917 COURTYBELLA at NCB Cwm Colliery again.

[Jim Peden collection]

Baldwin 46752/1917 lying out of use at Société Anonyme du Magnésie et Dolomie de France [MDF], Carrières Elinghen-Ferques, Pas de Calais, France, (undated)

[Jim Peden collection]